

Mr Jason Morrow  
Group Art Unit 3612

FAX RECEIVED

NOV 7 1999

GROUP 3600

Patent Appl. No. 08/860,182

Dear Mr Morrow,

11/07/99

Unfortunately, I discovered some errors.

Amendment of pp. 25/col. 6:

The Technical Mechanics Method

Official

Amendment of pp. 29/col. 1 to 13:

Large total stress of the load cases e.g. I to III results in total deformation (buckling) of the post sections, side rail, vehicle roof and/or doors because stress of vehicle body and doors in a real accident can never be predetermined in the research and crash tests, three of which are mentioned in the problem case E4, due to the collision type, the boundary conditions and properties of two masses colliding against each other. Four front collision types are shown in Fig. 13. In a real accident a front, side and/or rear collision can end up in a pile-up or on a rollover, thus increasing the number of collision types and making a FEM calculation impossible. To resolve such indeterminate stress the vehicular couples comprising front post section / door 8, 8B, rear post section / door 8, 8B, vehicle roof 17 / door 8, 8B and side rail 18 / door 8, 8B must be equipped with many interengaging assemblies operating in numerous planes, such as keys 30 & holes acting in the first operating z-y plane, keys 31 & holes acting in the second operating z-x plane, key 15.2a & hole, shown in Fig. 3, acting in the third operating z-y plane and in co-operation with additional interengaging assemblies, the mating parts of which may be chosen among the keys 15.1, 15.2, 15.3, 15.3a, 15.4, 15.4a, 15.5, 15.5a, 15.6 to 15.8, 32 to 37 and mating receptacles in the above-mentioned embodiments.

Please fax back your suggestion.

Thank you for your interest and help.

kind regards

Go